

Notices to Consignees.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. *Wingsong*, having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods are being landed at their risk into the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S West Point Godown, whence delivery may be obtained. Goods remaining undelivered after the 6th June will be returned to sender. All claims must be sent in before the 4th of June, they will not be received. No fire insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., General Managers. Hongkong, May 31, 1887. 1029

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.
FROM SINGAPORE AND SAIGON.

THE Company's S.S. *Celos*, having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods are being landed at their risk into the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S West Point Godown, whence delivery may be obtained. Goods remaining undelivered after the 8th instant will be subject to rent. All claims must be sent in before the 6th instant, or they will not be recognized. No fire insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Agents. Hongkong, June 2, 1887. 1041

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of the following cargo are requested to send in their bills of lading to the undersigned for countersignature, and to take immediate delivery. This cargo has been landed and stored at their risk and expense. No fire insurance has been effected.

Ex Yoruba and Saghalien.
L.S. (in diamond), No. 16, 1 case looks.
R. (in diamond), No. 14, 1 case cottons.
G. de CHAMPEAUX, Agent.

Hongkong, June 2, 1887. 1048

INSURANCE CO'S.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to insure against the Risk of FIRE on Buildings or on Goods stored therein, or Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to ARTHUR, KARBERG & CO., Agents, Hongkong & Canton. Hongkong, January 4, 1887. 100

LUBECK FIRE INSURANCE COMPANY.

THE Undersigned having been appointed General Agents for the above Company are prepared to accept RISKS against FIRE at Current Rates.

SCHEELE & CO.
Hongkong, May 20, 1887. 981

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & CO.
Hongkong, January 1, 1882. 14

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST, A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurance as follows:

Marine Department.
Policies at current rates, payable either here, in London, or at the principal ports of India, China and Australia.

Fire Department.
Policies issued for long or short periods at current rates.

Life Department.
Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & CO.
Hongkong, July 25, 1882. 496

To-day's Advertisements.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

(Taking Care of Passengers at through rates for CHEFOO, TIENTSIN, NEW-CHWANG, HANKOW, and Ports on the YANGTZE.)

The Co.'s Steamship *Canton*, Capt. BREWER, will be despatched as above on MONDAY, the 6th instant, at 4 p.m. For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers. Hongkong, June 4, 1887. 1058

FOR SHANGHAI.

The Siamship *Peking*.

Captain G. HENRYMAN, will be despatched for the above Port on MONDAY, the 6th Inst., at 4 p.m.

For Freight or Passage, apply to SLEIMSEN & CO.

Hongkong, June 4, 1887. 1059

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, on

WEDNESDAY,

the 8th June, 1887, at 2 p.m., at No. 7, GAGE STREET,

THE WHOLE OF THE HOUSEHOLD FURNITURE, &c.,

comprising:—

MR. HIBBERD'S PLUSH-COVERED DRAWING ROOM SUITE.

MAHOGANY CENTRE TABLE AND TEA-GOUP, GILT-LANDED WITH SILVER, MANTLE, BISCUIT MINIATURE, PORT-OF-PORT WARDROBE, JAPANESE INLAID CABINET AND BRACKETS, SPAGHETTI VASE, VARIOUS CHINAMEN, CARPETS AND BRAID RUGS.

TEAKWOOD EXTENSION DINING TABLE, SIDEBOARD WITH GLASS BACK AND WHATNOT, DINNER, DESSERT AND TEA SETS; GLASS AND PLATED WARE.

TATTOO, CHINESE STEAMER, 802; J. NEWTON, BRITISH STEAMER, 802; J. NEWTON, NEWFOUNDLAND, MAY 28, BEANS.—SIEMSEN & CO.

PARISIAN, FRENCH GUNBOAT, 870; CAPTAIN M. KOE, HAIPHONG JUNE 2.

TATTOO, BRITISH STEAMER, 802; J. NEWTON, BRITISH STEAMER, 802; J. NEWTON, YUN-FAT-HONG.

BEAUTY, BRITISH STEAMER, 1,119; LO BONILLIER, BRITISH GUNBOAT, 802; J. NEWTON, GIBR, LIVINGSTON & CO.

CHI-YUEN, CHINESE STEAMER, FROM WAMPONA.

AMON, BRITISH STEAMER, 814; R. KOHLER, SHANGHAI JUNE 1, GENERAL.—SIEMSEN & CO.

DEPARTURES JUNE 4:—

SALTE, for Kobe.

INDEPENDENT, for Chefoo.

COCKLAHER, BRITISH GUNBOAT, FOR CANTON.

BEAUTY, for Whampoa.

KITSUNG, FOR SHANGHAI.

CHEUNG HOCK KIAN, to: SHATOW.

131 K. 12.1.1.

ANTON, for Hoihong.

ST. CLAUS, for Amoy.

NICKIE, for Singapore and Hamburg.

SIGNAL, for Hoihong.

DUNDEE, for Haiphong.

PASSENGERS ARRIVED.

PER HAIPHONG, from Coast Ports, Mr. G. J. W. KING and 100 Chinese.

PER ANTON, from Hoihong, 12 Chinese.

PER DON JUAN, from Manila, Mr. TAWARS, Parasman and family, Messrs. JOSE PETRAS and BARNARD WOBBO, 4 native, and 114 Chinese.

PER TATTOO, from Bangkok, 51 Chinese.

PER BEAUTY, from Wampoa, 5 Chinese.

PER AMON, from Shanghai, 5 Chinese.

DRILLED.

PER INDEPENDENT, for Chefoo, 5 Chinese.

PER TATTOO, for Singapore, Mr. IRVING, for London, Staff Com. R. N., Mrs. PARKER and 2 children, Lieut. A. Mills, R. N., Messrs. PROCTOR and RENDALL, R. M. L.

PER KITSUNG, from Shanghai, 31 Chinese.

PER CHEUNG HOCK KIAN, for SHATOW, 405 Chinese.

TO DEPART.

PER DUNDEE, for Haiphong, Mr. DA SILVA ANTUNES, and 23 Chinese.

PER ST. CLAUS, for Amoy, 31 Chinese.

PER ANTON, for Amoy, 20 Chinese.

THE BRITISH STEAMER ASHINGTON REPORTS: Light variable winds and hazy weather, with showers of rain at times throughout the passage.

THE BRITISH STEAMER DON JUAN REPORTS: Head winds, moderate S.E. winds.

THE BRITISH STEAMER TATTOO REPORTS: Left Bangkok 20th inst., enter anchorage 29th inst., fine weather throughout the voyage.

THE BRITISH STEAMER BEAUTY REPORTS: Had light N.E. winds and mostly hazy.

NANZING, BRITISH STEAMER, 820, WANGSHI, SHANGHAI JUNE 2, GENERAL.—JARDINE, MATHESON & CO.

ANTON, GERMAN STEAMER, 396, E. AERBOE, HOIHOW JUNE 3, GENERAL.—WINTER & CO.

ASHINGTON, BRITISH STEAMER, 703, W. RAYNELL, NEWFOUNDLAND, MAY 28, BEANS.—SIEMSEN & CO.

DON JUAN, SPANISH STEAMER, 854, JOSÉ M. MARQUES, MANILA JUNE 1, GENERAL.—BRAUNNAU & CO.

PARISIAN, FRENCH GUNBOAT, 870, CAPTAIN M. KOE, HAIPHONG JUNE 2.

TATTOO, BRITISH STEAMER, 802; J. NEWTON, BRITISH STEAMER, 802; J. NEWTON, YUN-FAT-HONG.

BEAUTY, BRITISH STEAMER, 1,119; LO BONILLIER, BRITISH GUNBOAT, 802; J. NEWTON, GIBR, LIVINGSTON & CO.

CHI-YUEN, CHINESE STEAMER, FROM WAMPONA.

AMON, BRITISH STEAMER, 814; R. KOHLER, SHANGHAI JUNE 1, GENERAL.—SIEMSEN & CO.

POST OFFICE NOTICES.
MAILS WILL CLOSE:—

FOR SINGAPORE.—

PER NICKIE, at 10.30 a.m., on Monday, the 6th June.

FOR SWATOW, SINGAPORE & BANGKOK.—

PER KITSUNG, at 11.30 a.m., on Monday, the 6th inst.

FOR SHANGHAI.—

PER CANTON, at 3.30 p.m., on Monday, the 6th inst.

FOR MANILA.—

PER KITSUNG, at 3.30 p.m., on Monday, the 6th inst.

FOR AMOY & MANILA.—

PER DON JUAN, at 4.30 p.m., on Monday, the 6th inst.

FOR DANGKOK.—

PER DECEMBER, at 4.30 p.m., on Monday, the 6th inst.

FOR HAIPHONG.—

PER ACTIE, at 4.30 p.m., on Monday, the 6th inst.

FOR SWATOW, AMOY AND FOOCHOW.—

PER HAIPHONG, at 11.30 a.m., on Tuesday, the 7th inst.

FOR KOBE.—

PER ACTIE, at 2.30 p.m., on Tuesday, the 7th inst.

FOR YUN-FAT-HONG.—

PER KITSUNG, at 3.30 p.m., on Tuesday, the 7th inst.

DEPARTURES JUNE 4:—

SALTE, for KOBE.

INDEPENDENT, for CHEFOO.

COCKLAHER, BRITISH GUNBOAT, FOR CANTON.

BEAUTY, for WHAMPONA.

KITSUNG, FOR SHANGHAI.

CHEUNG HOCK KIAN, to: SHATOW.

131 K. 12.1.1.

ANTON, for HOIHOW.

ST. CLAUS, for AMOY.

NICKIE, for SINGAPORE AND HAMBURG.

SIGNAL, for HOIHOW.

DUNDEE, for HAIPHONG.

PASSENGERS ARRIVED.

PER AMON, from COAST PORTS, MR. G. J. W. KING and 100 CHINESE.

PER ANTON, from HOIHOW, 12 CHINESE.

PER DON JUAN, from MANILA, MR. TAWARS, PARASMAN and FAMILY, MESSRS. JOSE PETRAS and BARNARD WOBBO, 4 NATIVE, and 114 CHINESE.

PER TATTOO, from BANGKOK, 51 CHINESE.

We hear that U Taz Wan, who has just been acquitted of a charge of arson, has brought an action for \$50,000 against the agents of the Insurance Companies for malicious prosecution and false imprisonment.

One of the most complicated cases that have been tried at the Supreme Court for some time has just come to a miserable denouement. Everyone will remember how, almost every other night during the months of January, February and March the fire-bell rang out the alarm of a fire in the Western District of the city. Some of these fires were doubtless the result of an unforeseen accident, but with regard to others the attendant circumstances were of so suspicious a nature as to lead one to think they were the result of wilful incendiarism. However, the Insurance Companies, the people most interested in the matter, took no steps to sift these cases. Court and the Police or the Crown might be well excused in not risking a trial for arson—a charge which it is always most difficult to prove. At last, however, a case occurred in which two German houses—and throughout it has been German houses—who have been the greatest sufferers—were severely bitten and were induced, doubtless by the large issue involved and the fact of the risk being divided, to bring an accusation against the insured party. This action, which was brought in connection with a fire that occurred at No. 34 Bonham Strand, the property of a trader, named U Taz Wan, about nine o'clock on the evening of the 24th March, certainly had not so secure a basis of probable incriminating facts as some of the other cases, but doubtless the large sum of \$40,000 at stake was a strong enough motive to induce the Insurance Companies to risk a trial. The case was brought before Mr. Wodehouse at the Police Court and a good deal of sensational evidence was given, which led the Magistrate to commit the prisoner for trial at the Supreme Court and to fix bail at the large figure of \$100,000. But it was evident from the first that the evidence, however startling its character, was tainted and highly unreliable. The chief witness was a confessed accomplice who said he had got \$100 to aid in setting fire to the place. This money, whether it was got for this purpose or was, according to the statements for the defence, stolen from the premises after the fire, was handed back next day, at the prompting, it was said, of conscience, fortified by the advice of a clansman. That there was, however, another motive, not so worthy as remorse of conscience, for this species of repentance no one who weighed the evidence could have the least doubt. By some means or other not satisfactorily explained, boxes belonging to the Chinese trader, U Taz Wan, had got into the possession of the accomplice and his clansman and had been stowed away in the boarding house where these men resided. The boxes remained there for some days after the fire, and were then mysteriously taken from one house to another, until about a week after, they were handed over to the Insurance Companies. During that interval there is every reason to suspect that repeated attempts were made to render the possession of these boxes the means of squeezing money out of U Taz Wan, and that it was only when the effort in this direction failed that information was sent to the Insurance Companies. There can also be little doubt that in the proceedings that took place during this interval, a Chinaman named Wong Chuk Lung, a man who does not bear the best of characters, was inextricably mixed. One of the boxes on being opened was found to contain books which seemed to show that the balance brought forward at the end of the year was altogether different from what was represented in the statement made by U Taz Wan, after the fire, to the Insurance Companies. But even this fact, which might have gone to support a charge of attempting to defraud, was not free from taint. In fact the case from beginning to end was tainted by the dirty hands of the accomplice and his clansmen, and it was quite as likely a supposition that they set fire to the place in the hope of gain as that U Taz Wan himself set fire to the place. The result, although no other could have been expected from the first, is scarcely a satisfactory one. There remains still, in the minds of most people who have followed the case, the suspicion that the house, No. 34 Bonham Strand, was set fire to. And there is besides this, the strong suspicion that the destruction of the house due to accident or arson, the occupants were guilty of gross neglect in abandoning their house without trying in any way to extinguish the flames, as a time when doubtless a little prompt action would have saved everything.

The case that has just been concluded is not a consoling one. It will doubtless make Insurance Offices still more wary of risking a prosecution, even when there is strong suspicion of arson; and, in view of the many suspicious fires that do occur, this must be considered a rather sad result. But it teaches one or two lessons, which the Insurance Companies—at least some of the German Insurance Companies—will do well to take to heart. The case, if it reveals anything clearly, reveals that the measures taken by the two German Offices to guard against recklessness and arson are totally inadequate by the conditions of Chinese risks. They were shown to be such as very few Insurance Offices would

be content with, even in the case of the most trustworthy insurer at home. Doubtless it is impossible to dispense with Chinese compradores in carrying through the business, but the whole of the work should not be left to them, and there ought at least to be a thorough system of inspection by a European. In this case, practically nothing was done to ascertain whether there were goods in the house to the value stated in the policy, and no question was asked about insurance in other offices. Such procedure would be considered at home, where the risk of deceit is infinitely less than here, as lax in the extreme, and here it opens up a way to unlimited swindling. The German offices are to be admired for the pluck with which they pursue their business, but it is not clear whether it is gained at the risk that they expose themselves to, it cannot be very profitable. There is another lesson which this case and nearly all the cases of fire which have occurred this year teach—that is, that something must be done to punish men who leave their houses, on an alarm of fire being raised, without seeking in any way to extinguish the flames. Some of the most serious fires that occurred could have been provoked had the least trouble been taken by the inmates to search for the origin of the fire and endeavour to extinguish it. This also is a matter which the Insurance Companies would do well to consider.

The *Amoy Gazette* hears that Edward Allen has shot a tiger near Kao-pan. He saw a tiger and fired at it at a distance of 120 yards. The animal was going fast and the shot fell just behind it. Mr. Allen hoped for better fortune the following day.

At about 5 a.m. on the 20th ultimo a fire broke out on the other side of the river, close to the old house of Messrs. Parker & Co., now the Customs Bank at Foochow. The fire originated in the lock-up house of the Chinese Customs, which was in charge of three opium smokers, who were obliged to jump into the river to save themselves, one of them drowning. About 9 houses and shops were destroyed.

The *Foochow Echo* of the 28th ultimo says:—Masters of the new crop continue to pour in at the rate of some hundreds per day, and Chaa-zae ke't hard at work recording their valuations and opinion of the various districts; from many we hear expressions of great dissatisfaction, while all appear to agree that the crop, a whole, is inferior to that of 1886. Prospects look very gloomy, and unless buyers can moderate their desire to get on with it and play a waiting game, we fear no good will be done, albeit, as one of our local experts has been heard to remark "all tacs don't lose."

Says the *Foochow Echo* of the 28th ultimo:—We learn that the Australian shipping difficulties are at last likely to end in a satisfactory manner, and that thanks to the humanity and exceedingly kind attitude assumed by the entire community, we are in a position to secure a market for Melbourne and Sydney respectively. The firmness with which the question has been dealt should convey a salutary lesson to any who would assume a position directly opposed to the wishes of shippers or antagonists to the interests of those upon whom behalf they are acting.

New York, April 20.—The Tribune's Boston special of the 28th says:—Rarely is greater heroism and daring exhibited in a fire than that shown by the fire-fighters on the Boston and Alameda road, near East Brookfield. A freight train left Springfield in the afternoon in charge of Conductor James Deblis. At South Spencer, while going up a heavy grade, the train broke apart. When the train hands discovered the mishap, the locomotive was reversed and the forward portion of the train backed after the runaway cars. Conductor Deblis was very anxious to stop the cars, for he knew that if they were not checked before reaching East Brookfield they would be in collision with a passenger train at that point, and probably cause much loss of life.

After a chase of a hundred yards the forward part of the train came within a few feet of the other portion. Conductor Deblis, who had alighted just over the rear of the forward portion and prepared to jump to the other part. He knew that in order to stop and control the runaway cars it would be necessary for some one to jump to the runaway cars before they met and gradually to check the speed of both sections. Deblis resolved to make the leap. A minute later he made the effort, but the distance was too great and he fell between the cars. His body lay across the track and the locomotive and cars of the forward portion of the train passed over him. The unfortunate man was literally cut to pieces. When the wild cars came in sight of East Brookfield, the train broke apart. When the train hands discovered the mishap, the locomotive was reversed and the forward portion of the train backed after the runaway cars. Conductor Deblis was very anxious to stop the cars, for he knew that if they were not checked before reaching East Brookfield they would be in collision with a passenger train at that point, and probably cause much loss of life.

That the hasty action of the Homo Compania might lead to the belief that they were first to feather and living in clover, but that the fact is they are not, as the share quotations of even the best of this show considerable depreciation during the last few years.

That those companies who like to pay for the privilege of affording indemnity to their policy-holders are likely to have a good time in Shanghai.

That a difficult if not impossible task is before the directors of the local Companies who may receive instructions from Home to carry out a course of action diametrically opposed to the interests entrusted to them by shareholders here; and that it will be a case of "Under which King Bezonian? Speak, or die."

That, whatever Bangkok may get its whisky, a prime drinking water is imported from Hongkong.

That, although the present Head of the Post Office grows grey in his anxiety to serve the public, he fails to understand the way to accomplish his purpose.

That one of the great stumbling-blocks in his way is an undue sense of official ways of doing things, and a consequent tendency to get jammed in his own official rut and groove.

That, until he learns to serve the public less in hokum and more in the people's way, he will be always liable to nasty tuncles.

That this is, on the whole, much to be regretted, but that, on the recent occasion which I have in mind, the Chamber of Commerce really could not help it.

That Chinese servants are becoming more troublesome than ever, and that the quality of the Cantonese domestic is deteriorating.

That this is probably owing, in some measure, to the facilities which exist for emigration, but that it is surprising some responsible Chinaman has not attempted to start a Registration Office like those at home.

That a lingering impression will, at the same time, remain in the minds of many that the existing system has again failed to get at "the truth, the whole truth, and nothing but the truth," in this matter. That somebody lately set fire to something, and that some Insurance Companies were meant to pay for the damage done, is generally believed; but that there is a class of citizens that do not always come home to roost, is equally apparent.

That the lesson thereby impressed upon competing Insurance Offices is this that it is clearly much easier (under present conditions) for an insurer to effect a double insurance, than for an underwriter to get adequate satisfaction for any alleged irregularities in connection therewith.

That an official inquiry into the cause and origin of all fires is very much wanted.

That this is not put forward as an original remark, as I have seen it suggested in the newspaper times without number.

That, all the time, if such an inquiry took place after every fire, it would be in no degree irksome, while the great bulk of the insured would only too gladly furnish the latest particulars with the view of assisting in the suppression of arson and similar crimes.

That the existence of such a system would lessen risks, and would directly work towards lower rates of premium—a consumption much to be desired by all persons in or out of business.

That it is to be hoped the talked-of changes in the working of our local Bank will not be carried out in their entirety, as those involve the removal of the present Acting Chief to less useful sphere, and we can't well spare 'John' from China yet a while.

That it has been whispered to me that certain youthful financiers connected with the same establishment have felt aggrieved at a reference to them in last week's "Murmurs" and lost this to be true, I hasten to express regret, as nothing is ever, further from my thoughts than to intentionally hurt the feelings of any one.

That it may occasionally write somewhat censorious, but that badinage need never be given up seriously, and the name I have assumed ought to be sufficient guarantee of the entire absence of venom.

That it is easier for wonder whose less or burling fingers can be traced in the iniquitous proposal to cancel marine certificates granted previous to the year 1884—a measure that is filling the hearts of our nautical mariners and engineers with sadness, and not without reason.

That it is a grave inconsistency to offer with one hand a more valuable certificate, and by the other to take away the bread from a master or engineer who is satisfied with the certificate he has already lawfully gained and duly paid for.

That, under the old system, an officer of the mercantile marine holding a local certificate could take the more valuable Home certificate when it suited him, while using his Hongkong qualification; but that, under the absurd interpretation now placed upon what seems to be a *forwardelement*, a real hardship is to be inflicted.

That the Pintu Insurance situation remains unchanged, which may be counted a gain to the local Companies, as it gives time for quiet consideration of the points involved.

That the hasty action of the Homo Compania might lead to the belief that they were first to feather and living in clover, but that the fact is they are not, as the share quotations of even the best of this show considerable depreciation during the last few years.

That the Foreman—We consider it was not a case to put before a jury in the form that it was presented to us.

That His Lordship said it appeared to him that although there might be some evidence to support a civil action there was nothing to prove a criminal action. It might be that the defendant tried to make the most of the fire and increased his claim to more than he actually lost, but that was a very different sort of thing from setting fire to the house. He then asked about the man Lo Ngok, who confessed that he set the house on fire.

That Mr. Francis—I will ask to have him defined for at least 24 hours.

That Mr. Breton—He was charged at the Magistrate, and the Magistrate discharged him.

That those companies who like to pay for the privilege of affording indemnity to their policy-holders are likely to have a good time in Shanghai.

That a difficult if not impossible task is before the directors of the local Companies who may receive instructions from Home to carry out a course of action diametrically opposed to the interests entrusted to them by shareholders here; and that it will be a case of "Under which King Bezonian? Speak, or die."

That, whatever Bangkok may get its whisky, a prime drinking water is imported from Hongkong.

That, although the present Head of the Post Office grows grey in his anxiety to serve the public, he fails to understand the way to accomplish his purpose.

That one of the great stumbling-blocks in his way is an undue sense of official ways of doing things, and a consequent tendency to get jammed in his own official rut and groove.

That, until he learns to serve the public less in hokum and more in the people's way, he will be always liable to nasty tuncles.

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That Chinese servants are becoming more troublesome than ever, and that the quality of the Cantonese domestic is deteriorating.

That this is probably owing, in some measure, to the facilities which exist for emigration, but that it is surprising some responsible Chinaman has not attempted to start a Registration Office like those at home.

That a simple ordinance for compelling returns of all Imports and Exports may come in time, but that this possibility need not interfere with the completeness of Mr. Superintendent Seth's present sign-board.

That it might even be a good move, in a commercial sense, to obtain returns of all Imports and Exports similar to those in Singapore, even when there is strong suspicion of arson; and, in view of the many suspicious fires that do occur, this must be considered a rather sad result.

But it teaches one or two lessons, which the Insurance Companies—at least some of the German Insurance Companies—will do well to take to heart. The case, if it reveals anything clearly, reveals that the measures taken by the two German Offices to guard against recklessness and arson are totally inadequate by the conditions of Chinese risks. They were shown to be such as very few Insurance Offices would

have a perfect comprehension of its aims and methods. Then, again, both Russia and Great Britain maintain legations at Peking on an adequate scale, and omit none of those formalities and ceremonial which are so congenial and impressive from an oriental point of view.

In their dealings with China these two great nations have, I suspect, possibly the most congenial and amicable relations.

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In

THE CHINA MAIL.

No. 7426.—JUNE 4, 1887.

4

A DRINKING MAN.
We N.Y. not a drinking man;
His heart is E Z grown;
To an X.S do what he can;
Naught can X.L its woes.

His every R.D finds to stop;
Though oft he will S.A;
Then fall and C.K whisky shop;
His tortures to L.A.

His pocket always M.T is;
And C.D are his clothes;
He can't afford to N.E. 'buz;
Red dots R. a his nose.

Drink holds him in its I.N grip;
Soon D.P gets in sin & will slip;
Sure in the N.D down will slip,
Filled with D.K within.

Though of no U.C often takes
H.U. of cloves to quell
His breath and then in D.D makes
Those Q.Q know who smell.

His friends all have an I.C way;
When for their A.G does
They can't X.Q his vise display;
And P.T not his woes.

In K.O has a wife & a baby;
Her heart will A.K. lot;
The debts of O.Z makes her pay;
And tears her I.W will blot.

S.K.C can't his doom aight;
Sick are old A.G lies;
The snakes he G.Z tries to fight;
And without P.C dies.

—H.C. Dodge.

SOLDIERS' SUPERSTITIONS.

As to whether the Confederate soldier was any more superstitious than the Federal, I neither admit nor deny, but I think the same superstitions in regard to battles probably prevailed to an equal extent on both sides. We may laugh them now, but we once accepted and pinned our faith to them.

The first instance to come under my observation was at Gaines' Mill. I was then serving with an Alabama regiment, and on the morning of the day on which we were making our coffee at the early campfire I heard a sort of groan from a comrade, and as I turned to look at him I noticed that he was staring into his coffee pot with something like terror, while his face was deathly pale.

"What is it?" I asked.

"I shall be killed today," he groaned out.

"Fudge! We don't know that even a single number will be fired."

"I dreamed last night," he whispered,

"that I looked down upon a sheet of water

whose surface was covered with bubbles,

and amidst them I saw my own dead face.

"I shall be shot before night."

I ridiculed the idea, and brought up others to assist me, but the only reply to our raffery was a sad shake of the head.

He was a believer in dreams, and he certainly felt that his last day had come.

In place of eating his breakfast he scribbled a letter to his mother, and entrusted it to a comrade.

In a little while the order to march,

"Forward, march!" was given, and our

regiment was off to the front.

"I shall be the first officer killed out of

the regiment to-morrow."

I heard a dozen officers ridiculing him, but he became silent and serious and finally walked away by himself. We were down on the right where the first Federal attack was made. Our regiment was using a long and deep land furrow as rifle-pit, and the advancing line of blue had come within range, when a bullet struck the lieutenant in the officer's quarters, and killed him to the instant.

The top letter was for me, and on one end of the envelope was a red and stain. It looked like blood, but it probably ink. No sooner was it

than he became greatly affected, and said:

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